

PUBLIC COMMENTS (PC)-Unidentified (UN)

PC-UN1

From: Nicolette La Piana [nlapiana@octa.net]
Sent: Monday, July 23, 2012 10:27 AM
To: Christina Byrne
Cc: Parsons, 405.dedcomments
Subject: Comment Record #306603

From: Customer Relations
Sent: Monday, July 23, 2012
To: Christina Byrne
Cc: 405.dedcomments.parsons@parsons.com 405
Subject: Comment Record # 306603

Christina Byrne; This is to notify you that the following comment has been received by Customer Relations. If you have access to C3, please enter your response. If not, email your response or questions to Customer Relations at CRmail@octa.net.

**** Your response to this matter is due by August 6, 2012****

Comment ID: 306603
Received Mode: Letter
Received Date: 7/23/2012
Incident Date: 7/17/2012
Incident Time: N/A
Letter Writer: Letter

Division: X Route: N/A Bus Number: N/A Bus Run: N/A Direction: N/A
Location/Dir/City/StopID: N/A
Operator's Name: Operator's Badge #: N/A
Operator Description: N/A

Comment Code/Desc: 2X12/I-405 Improvement Project

Customer's Comment: text from letter:

"Orange County Transportation Authority, I am a Fountain Valley resident whose driving will be impacted as well, by the decision that is currently being considered regarding our traffic, on the 405, in Orange County area centered with Fountain Valley. Proposals printed in news, sound similar to the current construction in LA; the Wilshire intersection with the 405. I would suggest that you consider the bottle necking that will be created in a big expansion project, taking place in a relatively small section of freeway. The more lanes that are built will possibly create traffic chaos before and after the new section, leaving the project useless - in the proposed area, in all 3 of your alternatives, compared to leaving it as is. Thanks for considering this input. Sincerely"

CR Action Taken: N/A

Thank you
Customer Relations

PC-UN2

Smita Deshpande, Branch Chief,
Caltrans-District 12, "Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA, 92612

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605
and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,


(Name)

1872 MONROVIA AVENUE #B4 COSTA MESA
(Address) (City)

____ Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-UN3

Smita Deshpande, Branch Chief,
Caltrans-District 12, "Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA, 92612

Subject: State Route 405 (I-405, San Diego Freeway) between SR-73 and I-605
and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

In addition,



THUMBS DOWN!

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,



(Name)

3093 Arroyo Lane Costa Mesa 92626
(Address) (City)

☐ Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-UN4

Smita Deshpande, Branch Chief,
Caltrans-District 12, "Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA, 92612

Subject: State Route 405 (I-405, San Diego Freeway) between SR-73 and I-605
and Draft EIR/EIS

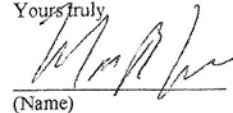
I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,



(Name)

3567 Corte Leuanto Costa Mesa 92626
(Address) (City)

☒ Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-UN5

From: bossman33 [bossman33@verizon.net]
Sent: Monday, July 16, 2012 9:10 PM
To: Parsons, 405.dedcomments
Subject: No Build Alternative

No Build –

Absolutely NO on the TOLL ROAD. It doesn't make sense, it's a misuse of my tax \$\$\$ and OCTA is in direct conflict with their own policies and practices just so the directors can put their 400,000 a year salaries in their pockets. PUT in a light rail and don't take away any existing right/use/ownership for any diamond lane user/low income/motorcyclists/tourists.

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PC-UN6

From: Customer Relations
Sent: Monday, June 25, 2012
To: Christina Byrne
CC:
Subject: Comment Record # 305485

Christina Byrne; This is to notify you that the following comment has been received by Customer Relations. If you have access to C3, please enter your response. If not, email your response or questions to Customer Relations at CRmail@octa.net.

**** Your response to this matter is due by July 9, 2012****

Comment ID: 305485
Received Mode: E-mail
Received Date: 6/25/2012
Incident Date: 6/20/2012
Incident Time: N/A
Letter Writer: e-mail

Division: X Route: N/A Bus Number: N/A Bus Run: N/A Direction: N/A
Location/Dir/City/StopID: N/A
Operator's Name: Operator's Badge #: N/A
Operator Description: N/A

Comment Code/Desc: 2X12/I-405 Improvement Project

Customer's Comment: Text from email:
"I strongly oppose option 3 of the HOT lanes.
I am a resident of Costa Mesa and work in Long Beach and use this section of road often.
Adding general purpose lanes is one thing. Adding a carpool lane could make some sense.
Using taxpayer funds to support a private road is a horrible idea. "

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CR Action Taken: N/A

Thank you
Customer Relations

PC-UN7

From: Customer Relations
Sent: Monday, June 25, 2012
To: Christina Byrne
CC:
Subject: Comment Record # 305486

Christina Byrne; This is to notify you that the following comment has been received by Customer Relations. If you have access to C3, please enter your response. If not, email your response or questions to Customer Relations at CRmail@octa.net.

**** Your response to this matter is due by July 9, 2012****

Comment ID: 305486
Received Mode: E-mail
Received Date: 6/25/2012
Incident Date: 6/20/2012
Incident Time: N/A
Letter Writer: e-mail

Division: X Route: N/A Bus Number: N/A Bus Run: N/A Direction: N/A
Location/Dir/City/StopID: N/A
Operator's Name: Operator's Badge #: N/A
Operator Description: N/A

Comment Code/Desc: 2X12/I-405 Improvement Project

Customer's Comment: Text from email:

"I strongly oppose option 3 of the 405 Freeway Expansion plan.

I am a resident of Costa Mesa for over 25 years. I strongly oppose Option 3 of the 405 Freeway expansion thru Costa Mesa.
Adding general purpose lanes for the use of everyone is one thing or an additional car pool lane for all to use.

Adding lanes with taxpayer money to serve the few is just not right. Our taxpayer money is to serve the many, not the few.

It seems to me that OCTA is not looking out for the best interest of residents."

CR Action Taken: N/A

Thank you
Customer Relations

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PC-UN8

From: Customer Relations
Sent: Thursday, June 07, 2012
To: Christina Byrne
CC: Kia Mortazavi;Niall Barrett;Rose Casey
Subject: Comment Record # 304746

Christina Byrne; This is to notify you that the following comment has been received by Customer Relations. If you have access to C3, please enter your response. If not, email your response or questions to Customer Relations at CRmail@octa.net.

**** Your response to this matter is due by June 21, 2012****

Comment ID: 304746
Received Mode: Phone
Received Date: 6/7/2012
Incident Date: 6/7/2012
Incident Time: N/A
Letter Writer: No Letter Necessary

Division: X Route: N/A Bus Number: N/A Bus Run: N/A Direction: N/A
Location/Dir/City/StopID: N/A
Operator's Name: Operator's Badge #: N/A
Operator Description: N/A

Comment Code/Desc: 2R34/405 Improvement Project or SR55

Customer's Comment: The caller mentioned that if two diamond lanes on both sides of the 405 freeway are being added, why don't they just build a light rail? The caller mentioned that it would benefit so many people and dramatically reduce traffic on the 405 freeway.

CR Action Taken: N/A

Thank you
Customer Relations

PC-UN9

From: Customer Relations
Sent: Monday, July 02, 2012
To: Christina Byrne
CC: 405.dedcomments.parsons@parsons.com 405
Subject: Comment Record # 305783

Christina Byrne; This is to notify you that the following comment has been received by Customer Relations. If you have access to C3, please enter your response. If not, email your response or questions to Customer Relations at CRmail@octa.net.

**** Your response to this matter is due by July 16, 2012****

Comment ID: 305783
Received Mode: Phone
Received Date: 7/2/2012
Incident Date: 7/2/2012
Incident Time: N/A
Letter Writer: No Letter Necessary

Division: X Route: N/A Bus Number: N/A Bus Run: N/A Direction: N/A
Location/Dir/City/StopID: N/A
Operator's Name: Operator's Badge #: N/A
Operator Description: N/A

Comment Code/Desc: 2X12/I-405 Improvement Project

Customer's Comment: Customer called the ACCESS Eligibility department and left a voice message. The following is the information from the message.

You are trying to blow up a couple of our bridges... then try to flip a bill for them to pay for it. You know what - I don't like it. Don't like plan 1 or 2 or 3. take plans 1, 2 and 3 and throw it in the toilet. We don't want anything to do with OCTA in Costa Mesa. You can take your buses and take them back to Santa Ana. We don't want anything to do with your company - anything to do with OCTA - get out of my land.

CR Action Taken: N/A

Thank you
Customer Relations

PC-UN10

From: Customer Relations
Sent: Thursday, June 28, 2012
To: Christina Byrne
CC: 405.dedcomments.parsons@parsons.com 405
Subject: Comment Record # 305691

Christina Byrne; This is to notify you that the following comment has been received by Customer Relations. If you have access to C3, please enter your response. If not, email your response or questions to Customer Relations at CRmail@octa.net.

**** Your response to this matter is due by July 12, 2012****

Comment ID: 305691
Received Mode: Letter
Received Date: 6/28/2012
Incident Date: 6/18/2012
Incident Time: N/A
Letter Writer: Letter

Division: X Route: N/A Bus Number: N/A Bus Run: N/A Direction: N/A
Location/Dir/City/StopID: N/A
Operator's Name: Operator's Badge #: N/A
Operator Description: N/A

Comment Code/Desc: 2X12/I-405 Improvement Project

Customer's Comment: Text from customer letter:

"We live in College Park East in Seal Beach, CA. We have lived here since 1981 and enjoy the small community very much.

We recently attended a meeting called by the Seal Beach city council to inform us of the Cal Trans plans for widening the 405 Freeway which runs along our track. Apparently the city council only expected a few residents to attend and were surprised that so many residents showed up with their comments and/or unhappiness on the plans. We were told there are three plans which are being considered. I believe most of residents' first choice would be a "no build" for the freeway which is none of the three plans for a variety of reasons. As it is now we must endure lots of noise from the freeway, especially when heavy trucks go by shaking our houses. There is also the pollution caused by the many vehicles going through this interchange of the 405, 605, and the 22 freeways. We understand it is one of the busiest interchanges and also have a record number of accidents. One item of major concern for our residents is the possibility of demolishing of the current sound wall. We were told the freeway would impinge into our track by removal of the parking lane in order to make space for the freeway. We totally object to this.

In addition, we were told was that this project is paid for by Orange County and only goes up to the county line. Los Angeles county has no plans to add additional lanes to the freeway which means there will be a great backup right at the Orange County line. It does not make

PC-UN10 Continued

much sense to widen the freeway and then to suddenly be back at square one with a narrower freeway. How does that help the congestion at the county line?

We were informed at least two other cities also object to the plans presented. We would believe other cities would also object for the same reasons that we have stated.

We feel that the least objectionable plan would be to add one lane in each direction of the freeway and not to demolish the sound wall and leave it as is.

We look forward to your recognizing our objections to your plans and seriously consider the residents' point of view to not remove the present sound wall nor take away the parking lane as it is."

CR Action Taken: N/A

Thank you
Customer Relations

PC-UN11

From: Customer Relations
Sent: Monday, June 25, 2012
To: Christina Byrne
CC: 405.dedcomments.parsons@parsons.com 405
Subject: Comment Record # 305485

Christina Byrne; This is to notify you that the following comment has been received by Customer Relations. If you have access to C3, please enter your response. If not, email your response or questions to Customer Relations at CRmail@octa.net.

**** Your response to this matter is due by July 9, 2012****

Comment ID: 305485
Received Mode: E-mail
Received Date: 6/25/2012
Incident Date: 6/20/2012
Incident Time: N/A
Letter Writer: e-mail

Division: X Route: N/A Bus Number: N/A Bus Run: N/A Direction: N/A
Location/Dir/City/StopID: N/A
Operator's Name: Operator's Badge #: N/A
Operator Description: N/A

Comment Code/Desc: 2X12/I-405 Improvement Project

Customer's Comment: Text from email:

"I strongly oppose option 3 of the HOT lanes.
I am a resident of Costa Mesa and work in Long Beach and use this section of road often.
Adding general purpose lanes is one thing. Adding a carpool lane could make some sense.
Using taxpayer funds to support a private road is a horrible idea."

CR Action Taken: N/A

Thank you
Customer Relations

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PC-UN12

From: Customer Relations
Sent: Monday, July 09, 2012
To: Christina Byrne
CC: 405.dedcomments.parsons@parsons.com 405
Subject: Comment Record # 306036

Christina Byrne; This is to notify you that the following comment has been received by Customer Relations. If you have access to C3, please enter your response. If not, email your response or questions to Customer Relations at CRmail@octa.net.

**** Your response to this matter is due by July 23, 2012****

Comment ID: 306036
Received Mode: Email
Received Date: 7/9/2012
Incident Date: 7/9/2012
Incident Time: N/A
Letter Writer: e-mail

Division: X Route: N/A Bus Number: N/A Bus Run: N/A Direction: N/A
Location/Dir/City/StopID: N/A
Operator's Name: Operator's Badge #: N/A
Operator Description: N/A

Comment Code/Desc: 2X12/I-405 Improvement Project

Customer's Comment: text from email:
"Dear

It was nice talking to you Monday about the proposed alternatives for improving the 405.

By now, my colleagues and I have spoken to most of the members of the OCTA Board. Several of them have seen the writing on the wall and are opposing the Alternative 3 toll lanes, for various legitimate reasons, but always for the basic essential one: that it "steals a free lane paid for by the taxpayers and makes it a toll lane."

Some of the other Board members are, like you, having a hard time choosing between Alternatives 2 and 3. We realize that you are constantly inundated by the arguments of OCTA staff, who have shown themselves to be institutionally motivated to support the toll alternative which will bring their agency so much more money and power.

And lately we hear the same two "arguments" or lines from you undecided Board members that we hear from OCTA staff, neither of which are true or compelling: "The toll lanes will allow traffic to move faster," and "The only thing Measure M promised to voters was one extra lane."

The fact is, even by OCTA's own reckoning, for the VAST majority of drivers who can't afford the toll and transponder, Alternative 3 will actually be a little SLOWER than Alternative 2.

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PC-UN12 Continued

(Moving us 13 miles in 29 minutes during rush hour rather than 28 minutes.) On top of that, as my colleague "" has just shown, the time comparisons they give us are purposely deceptive, as they use pessimistic estimates from the 2012 EIR to warn against the options they don't like, while using optimistic estimates from 2010's Stantec report to sell the toll option they want. (See <http://www.orangejuiceblog.com/2012/07/tolls-on-the-405-cooking-the-books-with-two-very-different-sets-of-numbers/>)

Most importantly, what we citizens, drivers and taxpayers voted on with Measure M did NOT include toll lanes or we would never have voted for it. And it's the height of deception to pretend that the toll lanes, which would never be possible without our gargantuan contribution of taxes and patience, pay for themselves. (See <http://www.orangejuiceblog.com/2012/06/octa-will-kempton-to-betray-oc-voters-with-405-toll-lanes/>)

No, we citizen-driver-taxpayers are spending 1.4 Billion of our money, and putting up with 5 years of disruptive and dislocating construction, and we deserve all the benefit of it - TWO NEW FREE LANES, period. Under Alternative 3, we would be paying for two new lanes, which OCTA would be first giving us, and then TAKING AWAY. That will not stand.

We've also become aware, from studying the Stantec Report AND listening closely to the unguarded talk of certain covetous Board members, that the toll revenue which will approach \$2 BILLION is being looked at longingly as a slush fund for pet projects over which voters will have no say. (See <http://www.orangejuiceblog.com/2012/06/octa-expects-billions-in-revenue-from-405-tolls/>)

There are two other considerations you should take into account: One is the popular outrage when people of any political stripe or economic status hear about these fairly secretive and deceptive plans, outrage which is going to be growing over the next month or two as the word gets out more and more. Like 13 of your voting colleagues, you are an elected official who will be running again soon, in your case either for re-election or for the water board (I understand.) It will be much more helpful for you to be able to boast in your campaign literature of having helped STOP these hugely unpopular toll lanes, than having to worry about hit pieces linking you to them.

Finally, if Alternative 3 proceeds, there will be lawsuits, and it will not stand up in Court. Lawyers are already lining up on the side of the cities and citizens who will challenge this perversion of Measure M and democracy. It might be better for all concerned (except the lawyers) just to avoid all that.

We've already seen, on several occasions, OCTA staff shift their arguments and strategies, each time they hear from us and like-minded citizens. There's no time to go into their deceptive record here, as they attempt to sell us this bill of goods. Let's all keep an eye on how they shift arguments in the weeks to come; we're ready for it.

Thank you for your time, and we hope to have you on our side, publicly, in opposition to 405 Toll Lanes! Please write back with any thoughts or concerns."

CR Action Taken: N/A

Thank you
Customer Relations

PC-UN13

From: MIKELA55@aol.com
Sent: Wednesday, June 20, 2012 7:49 AM
To: Parsons, 405.dedcomments
Subject: (no subject)

Enough already!! Put the money into mass transit!!!!

} 1

PC-UN14

From: neostrap@aol.com
Sent: Friday, June 22, 2012 11:31 AM
To: Parsons, 405.dedcomments
Subject: NOOOOOOOOO! on Freeway extension.....!!!!

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PC-UN15

From: USCOF85@aol.com
Sent: Tuesday, June 26, 2012 2:31 PM
To: Parsons, 405.dedcomments
Subject: 405

I have lived in Rossmore over 30 years. I would like to see one additional lane each way. NO on the toll road.

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PC-UN16

From: Hello [investwithcashflow@gmail.com]
Sent: Tuesday, July 17, 2012 6:14 PM
To: Parsons, 405.dedcomments
Subject: Do what the I405 driving public wants, its our taxpayer money

Thank you for writing the environmental document. I have reviewed the document and I want the NO Build Alternative. The build alternatives are not fiscally sound. The document says that the bridges/overpasses are any where between 40 and 60 years old. This project would rebuild them. Problem: If this project is going to rebuild them, they should be rebuilt with multi proposes, like a metro rail down the middle of the 405 in other future projects like the Metro down the middle like the 105 freeway in LA. Is the intent of Measure M money really intended to be wasteful?

Today's transportation needs can not be limited to just vehicle use, it needs to be "Smart Motive Transportation/HYBRID Transportation as used in other areas, like LA.

If this project would consider putting light rail/metro down the center of the 405, there would no additional right-of-way, meaning people wouldn't be losing their own personal property, in fact, who own property near metro type facilities increase their property value vs individuals who are next to fwys, additionally, it would be healthier for the population, as well as, studies have shown that the next generations are using other modes of transportation, and car sales are down.

This project is in the BILLIONS, and the document says that over 300,000 drive the 405 on a daily basis, but if you ask the average user about this project they don't know about it. They say what number is it on the local Ballot?

OCTA should be given a cap on the amount of taxpayer money OCTA they can direct for projects. The public should vote on anything project that is above that amount. Why has several billion dollars of Measure M money been hidden in the environmental process? Why is this project not put on the local ballot for the OC public to really see? The current system is faulty and I want to know where my tax dollars are being spent. This is just like the Red light Cameras/Red light photo project where it is going to cost the public a Ton of money and then after several years of trying they will give up on it because it is costing too much money. Currently, there are numerous lawsuits against HOT Lane projects like this across the nation because they are not effective, they waste the taxpayer's money, and they are favor a select few.

Another issue is OCTA only provided 1 TOTAL cost for each alternatives of the project. How is that accountability? Where is the Transparency? I want accountability/transparency from OCTA on all projects.

PC-UN16 Continued

OCTA should not able to decide on a project that they economically benefit from, it's a conflict of interest. OC has already filed bankruptcy in the past because of poor money management; this project has appears to have poor management on it. Yes, it creates jobs, but jobs for a chosen few. Look at OCTA directors salaries, what 300,000 to 400,000 a year. How much money from this project is going directly to them? How can we as the public allow this?

A) It will TAKE AWAY an EXISTING already paid for HOV lane to the public, especially for poor people, tourists, and motorcycleist.

B) It will INCREASE weaving/crazy driving because people will be trying to rush from one side of the fwy to the other side of the fwy to get in or out of the Toll Road. There are only 4 (FOUR) exit and entrance points. More importantly, this is in direct conflict with OCTA's policies and practices of making the HOV lane a "continuous access" exit/entrance throughout all of Orange County freeways.

B) 1) Measure M money is currently being used to build the current West County Connector (405/605/22) because of weaving problems and accidents resulting from people crossing several lanes to exit or enter the diamond lane. This project will UNDO the WEST COUNTY CONNECTOR project. How can OCTA get away with that? This is outrageous, and OCTA has shown only their blatant disregard for the public interest and taxpayers money.

C) AND if the current diamond lane users who can't afford the toll road, will go back to the normal lanes, it means that it will increasing the normal lanes and we will have grid lock because of build alternative 3.

D) OCTA will economically benefit from this project, especially during this "current depression"; maybe this is loophole on how OCTA can get their hands on TAX Payer dollars without being held accountable?

E) Who/what agency monitors OCTA? OCTA repeatedly shows their motives and self-interest and nobody can tell them NO. OCTA should act in the public interest, not their interests.

F) How much taxpayer's money is OCTA allowed to waste and misuse? Is this going to be like the 1 Billion dollars spent on a light rail study in orange county, but OCTA did not laid down one track?

**FINAL ENVIRONMENTAL IMPACT REPORT/
ENVIRONMENTAL IMPACT STATEMENT**

APPENDIX R1 DRAFT EIR/EIS RESPONSE TO COMMENTS

PC-UN17

From: Customer Relations
Sent: Tuesday, June 26, 2012
To: Christina Byrne
CC: 405.dedcomments.parsons@parsons.com 405
Subject: Comment Record # 305559

Christina Byrne; This is to notify you that the following comment has been received by Customer Relations. If you have access to C3, please enter your response. If not, email your response or questions to Customer Relations at CRmail@octa.net.

**** Your response to this matter is due by July 10, 2012****

Comment ID: 305559
Received Mode: E-mail
Received Date: 6/26/2012
Incident Date: 6/25/2012
Incident Time: N/A
Letter Writer: e-mail

Division: X Route: N/A Bus Number: N/A Bus Run: N/A Direction: N/A
Location/Dir/City/StopID: N/A
Operator's Name: Operator's Badge #: N/A
Operator Description: N/A

Comment Code/Desc: 2X12/I-405 Improvement Project

Customer's Comment: TEXT FROM EMAIL:

"What a huge waste of tax payer dollars this is. I am going to try to show your scam up for what it is... if this is the best solution you people can come up with then maybe we need to find a better board. WOW! All you need to do is look a Texas and see that this is where this is headed for... rich get to travel on fee roads paid for by tax payer dollars while the rest of the poor shmucks get NOTHING but a bill!

There's so much wrong with OCTA's plan it's hard to detail it all in a short space, but for me, it boils down to this: How can \$600 million tax dollars committed by the voters (and paid by all) to reduce freeway congestion legally be redirected to build an exclusive four-lane toll road that benefits only those who can afford paying tolls to traverse the heart of Orange County?

It's literally highway robbery with the taxpayers as victims, and it's time to fight back."

CR Action Taken: N/A

Thank you
Customer Relations

PC-UN18



I-405 Improvement Project

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 17, 2012.

Name (First and Last):	
Organization:	
Address (Optional):	
Phone Number:	Email address:

Comments:

*What about the trucks from the port?
Can you consider putting them in a
truck only lane (from the port
to San Diego and back)*

*What about giving homeowners house
filter, double paneled windows etc. to
filter our particulates?*

(Space for comments continued on reverse)



PC-UN19

RECEIVED

JUL 16 2012

OCTA
CLERK OF THE BOARD

Ms. Molina, Reporter - This is regarding your article on today's Sunday July 15th, 2012 ORANGE COUNTY REGISTER on the OCTA SR- 22 ,I-405 improvements

With all due respect, your front page article today "Upgrades around the Bend" fails to lay out what the future transportation needs are for Orange County and the region.

Widening freeways while at the same time encroaching into communities and businesses is no longer the transportation solution for our region.

We know adding capacity to our freeways will assist in temporary traffic relieve. But with the continuous population growth in Orange County and the region, the freeways

we widen and rebuild will be filled up in the years to come. According to the Southern California Association of Government projections, Orange County population is expected to grow 13% by 2020. In fact, SCAG projects that Riverside County alone will grow up to 30% by 2020. This, directly, will impact Orange County since many people in Riverside County commuter every day to work

We can not afford to keep widen our freeways. We must change the paradigm and begin to think of forward-thinking transit systems that carry thousands of people every day.

Imagine a transit system build in the middle of the I-405. Daily commuters would not only be able to work, sleep or talk on the phone while on the train, but also relax and minimize the tension from driving.

Ms. Molina, I ask you to begin the conversation in changing the way this County, the OCTA and our residents think about transportation. Los Angeles as we know it has given up on freeway improvements and is thinking more on integrated transit systems that are built to last for 100 years. I hope we can begin doing the same. Our freeways and communities are all built out.

Best,

RESPONSE TO PUBLIC COMMENTS (PC)-Unidentified (UN)

Response to Comment Letter PC-UN1

Comment PC-UN1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line near the northern termination of the proposed improvements, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line. At the southern end of the proposed improvements, the proposed new lanes in Alternatives 1 and 2 would extend to the north existing lanes. In Alternative 3, the proposed new lanes would extend to the north one existing lane and provide an additional lane to the south directly connecting it to an existing lane on SR-73; Alternative 3 includes a lane reduction on the branch connectors at SR-73 that would be removed with implementation of the planned HOV lanes on SR-73. In the northbound direction, the lane reduction would relocate the lane reduction on the I-405 mainline at Harbor Boulevard to the branch connector.

Response to Comment Letter PC-UN2

Comment PC-UN2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-UN3

Comment PC-UN3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-UN4**Comment PC-UN4-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-UN5**Comment PC-UN5-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification, Opposition to Tolling, and Measure M Funding.

Response to Comment Letter PC-UN6**Comment PC-UN6-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-UN7**Comment PC-UN7-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-UN8

Comment PC-UN8-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Alternatives M3, M9, M12, and M13 (see Section 2.2.7 and Figure 2-8), evaluated as part of the I-405 MIS (2003-2006), included light rail components similar to what you are recommending within your comment. These alternatives were not considered viable alternatives for further consideration because they do not fulfill the project purpose and are substantially more expensive than the build alternatives (see discussion of Alternatives M3, M9, M12, and M13 in Section 2.7). Please also see Common Response – Elimination of LRT and BRT Alternatives.

Response to Comment Letter PC-UN9

Comment PC-UN9-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-UN10

Comment PC-UN10-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-UN10-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-UN10-3

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-UN10-4

Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-UN11**Comment PC-UN11-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-UN12**Comment PC-UN12-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification, Opposition to Tolling, and Measure M Funding.

We acknowledge your opposition to tolling. The HOV lane incorporated into the Express Lanes will provide toll-free use to HOVs meeting the eligibility requirement. With regard to the proposed change in the occupancy requirement, please see Common Response – Opposition to Tolling.

All three build alternatives are being considered. Alternative 3 will be slightly slower than Alternative 2 based on the data presented in the Draft EIR/EIS in Table 3.1.6-6. Please see also Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14 for comparisons of the build alternatives on metrics other than speed.

There are differences in the traffic assumptions used for the traffic operations analysis and the revenue estimate. The revenue estimate tends to be conservative to avoid overestimating potential revenue. The traffic operations analysis attempts to evaluate worst-case environmental scenarios for air quality and other factors.

For a discussion of the toll lanes and Measure M Funding, please see Common Responses – Opposition to Tolling and Measure M Funding. Funding for the additional cost of Alternative 3 compared to Alternative 1 would be exclusively from toll revenues, as shown in Table 1-10 on page 1-18 of the Final EIR/EIS.

Excess toll revenues (i.e., net revenues after all operating, capital, debt service, and other expenditures) from the Express Lanes in Alternative 3 would be available for OCTA to expend on transportation improvements in the I-405 corridor consistent with provisions of the California Streets and Highways Code Section 143 (j)(1). If Alternative 3 becomes the Preferred Alternative, the OCTA Board would adopt a policy regarding the use of net revenues.

Response to Comment Letter PC-UN13

Comment PC-UN13-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please also see Response to Comment PC-UN8-1.

Response to Comment Letter PC-UN14

Comment PC-UN14-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-UN15

Comment PC-UN15-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-UN16

Comment PC-UN16-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please also see Response to Comment PC-UN8-1. Please see Common Response – Measure M Funding.

Comment PC-UN16-2

As described in Chapter 2 of the Final EIR/EIS, a modified version of Alternative 3 was identified as the Preferred Alternative. As discussed in Section 2.2.7, various alternatives were evaluated containing mass transit, but they were not considered viable. Please also see Response to Comment PC-UN8-1. Please see Common Responses – Identification of Preferred Alternative and Opposition to Tolling.

Comment PC-UN16-3

As described in Chapter 5 of the Final EIR/EIS, public notice for this project included mail notification; public outreach to community groups, businesses, and cities; and notification via newspaper advertisements (i.e., English, Spanish, and Vietnamese), e-mail notifications, and various local media (i.e., television and print stories). Public notice for the project has exceeded all legal requirements.

Comment PC-UN16-4

The project will be funded by Measure M Funding, which allocated money for the proposed project (Project K). In addition to funding transportation projects, a minimum of 5 percent of the M2 Freeway Program budget will be available, subject to a master agreement, to provide comprehensive, rather than project-by-project, mitigation of the environmental impacts of freeway improvements. This freeway program is formally called the Mitigation and Resource Projection Program and is a formal and public part of M2. Please see Common Response – Measure M Funding.

Comment PC-UN16-5

A more detailed cost breakdown can be reviewed in Appendix J – Project Cost Estimate of the Project Report.

The Express Lanes proposed for Alternative 3 differ from traditional toll roads in that the priority for setting toll rates is to ensure that traffic throughput is optimized, not just to collect revenue. In addition to providing project funding, express lanes can produce “net revenues” in excess of those needed to repay construction bonds or operate or maintain the facility. Net revenues can then be used to make additional mobility improvements, generally within the same travel corridor.

Existing law allows toll revenue to be used for operations, maintenance, indebtedness, improvements to the project, and improving public transportation in and near the project limits. The use of the net toll revenues would be subject to authorizing legislation and OCTA Board of Directors (Board) policy. For example, future legislation and policy could allow:

- Additional M2 freeway investments
- Capacity, operational, and service improvements in the I-405 corridor, including transit services that utilize the Express Lanes
- Extensions and/or connections to the I-405 Express Lanes that contribute to its use and effectiveness
- Other mobility investments that serve the same travel markets as the I-405 corridor, which might include arterial improvements and local or regional transit services and connections

Comment PC-UN16-6

Alternatives 1 and 2 would retain the HOV lanes constructed as part of the WCC Project in their current configuration. The HOV lane incorporated into the Express Lanes in Alternative 3 will provide toll-free use to HOVs meeting the eligibility requirement and motorcycles. With regard to a proposed change in the occupancy requirement, please see Common Response – Opposition to Tolling. License plate tolling would allow tourists to use the Express Lanes.

Comment PC-UN16-7

The Alternative 3 Express Lane access points at both the Warner Avenue/Magnolia Street interchanges and the Bolsa Avenue/Goldenwest Street interchanges would be an improvement to existing conditions, where currently there are more HOV ingress/egress locations that allow for more weaving. In addition to more controlled access points, the access to and from the Bolsa Avenue/Goldenwest Street location provides additional safety features that involve a weaving lane between the Express Lanes and the GP lanes that would alleviate the sudden shifting of cars from access points.

Comment PC-UN16-8

Please see Response to Comment PC-UN16-6.

Comment PC-UN16-9

The HOV lane incorporated into the Express Lanes in Alternative 3 will provide toll-free use to HOVs meeting the eligibility requirement and motorcycles. With regard to a proposed change in the occupancy requirement, please see Common Response – Opposition to Tolling. License plate tolling would allow tourists to use the Express Lanes.

Slow-moving congested freeway lanes have lower and unstable throughput compared to uncongested lanes. During peak periods, the GP lanes on I-405 are forecast to be heavily congested with lower throughput (approximately 1,200 vehicles per lane per hour) than the Express Lanes, whose throughput will be managed to approximately 1,700 vehicles per lane per hour. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. By

providing more throughput per lane through management of the Express Lanes, traffic in the GP lanes would be reduced and congestion eased; for two conditions with the same total number of lanes and congested conditions, congestion in the GP lanes would be less if two of the lanes were managed to increase their throughput. See the rows of Table 3.1.6-14 labeled “Brookhurst Street to SR-22 East” for a comparison of the throughput of Alternatives 2 and 3 with the same total number of lanes.

Comment PC-UN16-10

Excess toll revenues (i.e., net revenues after all operating, capital, debt service, and other expenditures) from the Express Lanes in Alternative 3 would be available for OCTA to expend on transportation improvements in the I-405 corridor consistent with the provisions of the California Streets and Highways Code Section 143 (j)(1). If Alternative 3 is identified as the Preferred Alternative, the OCTA Board would adopt a policy regarding the use of net revenues. These revenues are not from taxes but from tolls.

Comment PC-UN16-11

OCTA is headed by a Board of Directors who are elected officials from local and County government in Orange County, as well as one public at-large member.

Comment PC-UN16-12

As described in Section 3.1.6 of the Draft EIR/EIS, the investment in any of the build alternatives will reduce corridor travel times and provide improved trip reliability. Additionally, for Alternative 3, any excess toll revenue would be used to further improve mobility within the project corridor, as discussed in Section 2.2.2 of the Draft EIR/EIS.

Response to Comment Letter PC-UN17**Comment PC-UN17-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Opposition to Tolling and Measure M Funding.

Response to Comment Letter PC-UN18**Comment PC-UN18-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Adding a truck lane does not meet the project's purpose and need. Please see Common Response – Compensation for Construction Impacts.

Comment PC-UN18-2

Please see Common Response – Compensation for Construction Impacts.

Response to Comment Letter PC-UN19

Comment PC-UN19-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

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